

Amendment 00003

Answers to Questions

#	Attachment	Page	Reference Text	Question	TSA Answer
1	Amendment 0002	18	QPL Applicants are advised that employees of the firms identified below may have access to packages submitted under this QPL process. These individuals will be authorized access to only those portions of proposal data and discussions that are necessary to enable them to perform their respective duties. Such firms are expressly prohibited from competing on any subsequent acquisitions regarding AITs. Pursuant to RFO FAR 9.505-4, these firms must also execute an agreement with each QPL Applicant that states that they will: (1) protect the QPL Applicant's information from unauthorized use or disclosure for as long as it remains proprietary, and (2) refrain from using the information for any purpose other than that for which it was furnished.	Many of the phone numbers provided do not link to an individual directly involved with this TSA effort. Can TSA provide designated points of contact, including direct phone numbers and email addresses, for OEM coordination and solicitation-related communications?	Section 3.2 has been updated. See Amendment 0003
2	Amendment 0002	18	QPL Applicants are advised that employees of the firms identified below may have access to packages submitted under this QPL process. These individuals will be authorized access to only those portions of proposal data and discussions that are necessary to enable them to perform their respective duties. Such firms are expressly prohibited from competing on any subsequent acquisitions regarding AITs. Pursuant to RFO FAR 9.505-4, these firms must also execute an agreement with each QPL Applicant that states that they will: (1) protect the QPL Applicant's information from unauthorized use or disclosure for as long as it remains proprietary, and (2) refrain from using the information for any purpose other than that for which it was furnished.	At least one TSA contractor listed in the QPL have communicated that they do not feel it is required to sign an NDA with the OEM as there is one on file with TSA. Can TSA confirm that if an NDA is required, that TSA will communicate with their contractors to advise that they are required to engage in an NDA agreement with the OEMs?	Yes. Please provide specific details to the COR, David Bryant, regarding which company has not agreed to sign an NDA.
3	Amendment 0002	18	To expedite the evaluation process, each QPL Applicant must contact the above companies to execute an agreement prior to submission of VDP/QDP. Each QPL Applicant shall submit copies of the agreement with their VDP via email...	Would TSA consider accepting a VDP without the NDA if an OEM is not able to contact the firms listed or would the NDA on file with the TSA and TSA contractor serve in lieu?	TSL will determine if they will need the NDA in order to review/approve the VDP.
4	Amendment 0002	2	QPL Applicants interested in having a system qualified by TSA must successfully meet the requirements for each step in the AIT Qualification Process outlined in Section 2 below. TSA will require QPL Applicants to meet the requirements outlined in the following documents:	Can TSA advise on the process to obtain any documents in addition to those listed in section 1.0. For example any documents that are referenced within the FRD 2.9.	Instructions will be provided for any TSA specific documents. Government documents and standard documents are available publicly and by the standards organization. The FRD version has been updated from 2.9 to 3.0; see Amendment 00003.
5	Amendment 0002	5	TSA will require five (5) production representative systems throughout the Qualification Process regardless of which step the QPL Applicant enters the process. These five systems are in addition to the system placed at the TSL and used for readiness and certification testing. ☐ At least one system will require placement at the TSIF. ☐ Four systems will require placement at two or more airports to support IOT&E. Airport locations will be determined during Operational Test planning.	Can TSA advise on how many systems will be required at TSL for readiness and certification testing prior to the five (5) systems needed at TSIF and Airport locations?	Minimum of one (1) system for TSL. Per QPL section 2.4, "As a prerequisite, QPL Applicants are required to have an AIT system that has either passed Readiness Testing or is currently undergoing this testing at the TSL and adhere to any guidance provided in Section 1.1.2."
6	Amendment 0002	2	SECTION 1 – QPL OVERVIEW: TSA Functional Requirements Document (FRD) for Second Generation Advanced Imaging Technology Systems for Checkpoint Operations v2.9, (Sensitive Security Information (SSI))	In order to comply with the latest STIP requirements anticipated in FRD2.9, please advise how/when TSA will provide new certificates for an OEM to integrate and test with the TSA STIP Client.	For this QPL, QPL Applicants can refer to the requirements in the FRD for cyber related requirements. At this time, STIP Client is not needed to participate in the QPL.
7	Amendment 0002	3	In a "flexible lane" system, modes of operation can be toggled such that the passenger can receive a scan in either static or dynamic motion as defined above. followed by Functional Category 3 / Track 2 ("flexible lane" system): These AIT systems will be used in either TSA PreCheck® Lanes or TSA Standard Checkpoint Lanes.2 with Footnote 2: Qualification under Functional Category 3 / Track 2 ("flexible lane" system) does not automatically qualify a QPL Applicant under Tracks 0 and/or 1. QPL Applicants will only be evaluated for the specific Track they submit documentation for.	Can TSA provide additional definition to the "flexible lane system" to clarify if a system must operate in both dynamic and static motion modes with a software configuration change or if a system must operate in either dynamic or static motion but allows for deployment in either Pre-check and Standard (per detection standards listed in Track 2, Table 1, Page 4)?	Systems need to meet requirements criteria based on capability to permit continuous motion of a passengers. Other requirements criteria is required for systems that only meet static passenger conditions and may not allow continuous motion. Systems may offer both static or dynamic capability but only meet requirements for specific requirements in a mode of static or dynamic; it is flexible. A system that captures the most stringent requirements in a dynamic mode is preferred.

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8	Amendment 0002	18	Section 3.2 NOTIFICATION TO QPL APPLICANTS OF TSA CONTRACTOR ACCESS TO SUBMISSION	In section 3.2 please review and update the information included for the list of organizations requiring agreements. For example: Firm #7 and Firm #12 are the same organization with different address and contact information, the e-mail addresses for firms 2, 3 and 6 and the organization name for #4 may not be correct.	Section 3.2 has been updated. See Amendment 0003
9	Amendment 0002	14	Section 2.7 Step 5: Qualification Data Package Submission	Section 2.7 states that QDPs will be evaluated on a first-in, first-out basis and that TSA will not accept additional QDPs after the first two are accepted per track. Please clarify: a. What is TSA's target or maximum review period for a submitted QDP before rendering an acceptance or rejection decision? b. If a QDP is under active review and has not yet been accepted or rejected, may a second applicant submit their QDP for that track and enter the review queue concurrently? c. What is TSA's process for tracking and communicating QDP queue status to applicants?	a. Target/estimated review period is approximately 2-3 months. b. Yes c. QDPs will be tracked with submitted dates and assigned a status for each. Applicants will be notified of their status in the queue upon package submission.
10	Amendment 0002	14	Section 2.7 Step 5: Qualification Data Package Submission	Section 2.7 states TSA will not accept additional QDPs once two have been accepted per track. Will TSA publish a notice on SAM.gov or otherwise formally notify all QPL Applicants when the two-QDP limit has been reached for a given track? If not, how are applicants expected to know whether QDP submission is still open for their track before investing in QDP preparation?	An amendment shall be posted directly on sam.gov notifying industry if a QPL track has been closed.
11	Amendment 0002	13	Section 2.7 Step 5: Qualification Data Package Submission	Section 2.7 allows a single QDP resubmission within 30 days of rejection. Please clarify: if an applicant's initial QDP is rejected and they exercise their resubmission right, does that resubmission retain the applicant's original submission date for purposes of the first-in, first-out evaluation sequence? Or does the resubmission receive a new submission date, potentially yielding queue position to a later applicant whose initial QDP was accepted?	The QDP resubmission will be assigned a new submission date.
12	Amendment 0002	5	Section 1.1.3 QPL Process	Section 1.1.3 permits applicants with prior readiness testing or prior certification to enter the QPL process at Step 4a or Step 5 respectively, bypassing earlier steps. An applicant with an already-certified system could therefore submit a QDP significantly earlier than an applicant proceeding from Step 3a. Please confirm: for purposes of the first-in, first-out QDP evaluation sequence, is submission date the sole determining factor regardless of which step the applicant entered the process at? Is there any mechanism to account for applicants who are proceeding through the full sequential process from Step 3a?	Submission date with acceptance of QDP is the determining factor.
13	Amendment 0002	14	Section 2.7 Step 5: Qualification Data Package Submission	Section 2.7 states that the level of substantiation required for each QDP requirement "is outlined in the AIT QMP," which is an FOUO document distributed only after vetting. For applicants currently in the SSI vetting process associated with this QPL (we have clearance on other TSA contracts), what guidance can TSA provide regarding QDP content requirements so that preparation can begin in parallel with vetting? Specifically, can TSA confirm whether the QDP content requirements listed in Section 2.7 (system requirements, architecture documentation, cybersecurity documentation, LCSC, MCIL, test reports) represent the complete list of required content, or are there additional requirements in the QMP that applicants should anticipate?	QDPs consist of system requirements, architecture documentation, cybersecurity documentation, LCSC, MCIL, test reports, modeling and simulation requirements, system manuals, system training materials, testing configuration, test data, test procedures, and equipment and installation plan.